(ख) यदि हां, तो क्या सरकार ने इस संबंध में बंगलादेश सरकार के साथ परामर्श करके इन्हें बंगलादेश भेजने की व्यवस्था की है ;

(ग) यदि हां, तो इस संबंध में ब्यौरा क्या है ; और

(घ) यदि उपरोक्त भाग (ख) का उत्तर "ना" में है तो उसके क्या कारण हैं और इन शरणार्थियों को स्वदेश भेजने के बारे में भावी योजनायें क्या

प्रधान मंत्री (श्री चन्द्रशेखर): (क) जी, नहीं ।

(ख) और (ग) प्रश्न नहीं उठता ।

(घ) सरकार चाहती है कि ये चकमा शरणार्थी स्वेच्छा से यथाशीघ्र अपने घरों को लौट जायें । तथापि, यह काम बंगलादेश की सरकार का है कि वह ऐसी स्थितियां पैदा करे जिनसे इन शरणार्थियों के मन में बंगलादेश में अपने घरों को लौटने का विश्वास बने । सरकार इस दिशा में बंगलादेश की सरकार पर बराबर जोर दे रही है ।

Prime Minister's visit to Nepal

154. SHRI PRAMOD MAHAJAN:
SHRI ATAL BIHAR VAJPAYEE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state;

(a) whether the Prime Minister had visited Nepal on 13th February, 1991;

(b) if so, the purpose of the visit;

(c) the nature of the talks held between the Indian Prime Minister and Nepal's Leaders and the outcome thereof;

(d) whether any agreement has since been signed during the visit and if so, the details thereof;

(e) the details of disputes still pending between the two countries; and

(f) to what extent the relations between the two countries have improved?

THE PRIME MINISTER (SHRI CHANDRA SHEKHAR): (a) Yes, Sir.

(b) To discuss bilateral and international issues of mutual interest and to decide on future steps to intensify bilateral cooperation.

(c) to (f) The talks between the Indian Prime Minister and the Nepalese leaders covered the entire range of bilateral, regional and international issues of interest to the two countries. No specific agreement was signed during the visit. However, there was an agreement on a number of steps necessary for intensifying mutually beneficial bilateral cooperation between the two countries. In the field of water resources, it was agreed that extensive consultations would take place on the major projects — Kosi. Karnali and Pancheshwar — culminating in a comprehensive review by the Indo-Nepal Sub-Commission on Water Resources in mid-April 1991. India agreed to expand the facilities of the Indian aided project, Bir Hospital, from 300 to 500 beds. We also agreed to undertake the renovation and repairs of the Jayanagar/Janakpur/ Bizalpura railway line. We further agreed to open three more border points for transit of third country nationals as desired by Nepal. A significant decision taken during the visit was the establishment of a High Level Task Force to prepare a comprehensive programme for bilateral economic cooperation before the end of June 1991. It is hoped that the implementation of these measures would lead .to further strengthening and consolidation of the extremely close relations that already exist between India and

Talks with the Soviet Deputy Foreign Minister

155. KUMARI SAYEEDA KHATUN:
SHRI KAPIL VERMA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what was the outcome of the talks held with the Soviet Deputy Foreign

Minister, Mr. Igor Rogachev who had visited Delhi recently; and

(b) whether there is any change in the Soviet Union's attitude towards India because of the drastic change in its relationship with the United States and its own internal problems?

THE PRIME MINISTER (SHRI CHANDRA SHEKHAR): (a) Both sides reviewed bilateral relations in different fields and exchanged views on global issues.

(b) Traditionally close and friendly Indo-Soviet ties have been steadily deve- loping over the years. Mr. Rogachev conveyed the Soviet Union's commitment to further strengthening our multifaceted cooperation to mutual benefit.

Developing Inland Waterways

*156. SHRI HARVENDRA SINGH HANSPAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to develop Inland Waterways in a way so as to reduce fuel consumption;

(b) if so, the details of the Inland Waterways to be developed;

(c) whether Government have asked the Shipping Corporation of India to submit a plan in this regard immediately;

(d) whether the Shipping Corporation of India h; s since submitted its plan to Government; and

(e) if so, the details thereof and reaction of Government in this regard?

THE MINISTER OF WATER RE SOURCES WITH ADDITIONAL CHAR GE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): (a) Yes, Sir. The IWT is an energy efficient mode of Transport.

(b) At present, decision exists for the development of the following waterways as National Waterways;

(i) Allahabad-Haldia stretch of the Ganga-Bhagirathi Hooghly river system which was declared as a National Waterway on 27-10-86.

(ii) Sadiya-Dhubri stretch of the river Brahmaputra which was declared as a National Waterway on 26-12-88.

(c) No, Sir.

(d) and (e) Do not arise.

Steps against noise pollution in the cities

157. SHRI B. K. HARIPRASAD: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) what steps Government propose to take to meet the alarming noise pollution in our cities and damage to health as brought out in the Indian Express dated 23rd September, 1990;

(b) whether it is a fact that even the silence zones near Hospitals are no longer being observed in the Capital; and

(c) whether any detailed studies have been carried out in India on the health problems created by noise and if so, the details thereof?

THE MINISTER OF COMMERCE WITH ADDITIONAL CHARGE OF THE MINISTRY OF LAW AND JUSTICE (DR. SUBRAMANIAN SWAMY): (a) The steps taken by Government for environmental noise control include:

(i) Ambient air quality standards in respect of noise have been prescribed for Industrial, Commercial, Residential and Silence Zones; separate limits have been set for day and night time. Noise limits have also been prescribed for automobiles, domestic appliances and construction equipment at the manufacturing stage. Noise limits for automobiles have to be achieved by 1992, while those for other equipment are to be achieved by 1993.

(ii) Guidelines for permissible noise exposure for industrial workers have been laid down.

(iii) Code of practice for controlling noise from sources other than industries and automobiles have been evolved by the Central Pollution control Board. These include public